

APPENDIX B

1993 CSMC MASTER PLAN EIR SUMMARY CHART

SUMMARY CHART

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<p><u>GRADING</u></p> <p>Development of the proposed project could require the grading and excavation of approximately 395,000 cubic yards of soil and could result in temporary noise and dust impacts. However, development of the project would take place in areas which are not directly adjacent to residential properties, therefore, impacts to those properties would be minimized, although a condominium tower is located across from the project site. Phasing of the project would result in the occurrence of temporary significant noise and dust impacts at various times during the individual construction phases of each building's development.</p>	<p>• All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code to the satisfaction of the City Engineer and the Superintendent of the Department of Building and Safety.</p> <p>• During clearing, grading, earth moving, and excavation, soil binders and water trucks or sprinkling systems shall be used to prevent airborne dust, and adjacent public thoroughfares should be swept to remove silt. To the maximum extent feasible, reclaimed water shall be used during the grading and construction phases of the project for dust control, soil compaction, and concrete mixing.</p> <p>• Activities requiring gas or diesel powered heavy equipment shall be phased and scheduled to avoid high ozone days.</p> <p>• Adherence to the haul route approved by the Superintendent of Building and Safety and the City Engineer, which will minimize traffic congestion in the project area. The applicant will be responsible for disposing of the excavated material in a manner approved by the City. Barriers and warning signs shall be employed, where appropriate, to maintain traffic and pedestrian safety during grading operations.</p>	<p>With implementation of mitigation measures, significant short-term noise and dust impacts would occur during the construction phases of the proposed project. No significant long-term impacts are anticipated with full implementation of code requirements. Implementation of recommended mitigation measures would further reduce impacts.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety

1. RESPONSIBLE IMPLEMENTATION PARTY
 2. MONITORING PHASE
 3. MONITORING AGENCY
 4. ENFORCEMENT AGENCY

NET UNMITIGATED
 ADVERSE IMPACTS

RECOMMENDED
 MITIGATION MEASURES

ADVERSE IMPACT

GRADING (cont'd)

•Compliance with the recommendations regarding methane, water quality, and oil well abandonment procedures made by the geotechnical consultant in the geotechnical report prepared for this project. For specific methane and oil well abandonment mitigation measures, see Section IV.J, Risk of Upset. For specific measures regarding groundwater, see also Section IV.J, Risk of Upset.

•Compliance with the recommendations made in the foundation reports prepared for each individual structure.

•Any contaminated soil encountered during excavation shall be treated or removed from the property in a manner satisfactory to the Fire Department, the Department of Health Services, and all other agencies having jurisdiction, including the South Coast Air Quality Management District.

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety; Fire Department; Dept. of Health Services
4. Dept. of Building and Safety

Implementation of the required mitigation measures will reduce to a level of insignificance, but not eliminate, the potential risks from seismic hazards. The site will continue to be subject to potential ground shaking.

•The proposed project is required to conform to all applicable provisions of the Municipal Code, including the revised Division 23, Section 2312, of the Building Code, which sets forth regulations concerning proper earthquake design and engineering.

•The proposed project is required to conform to Los Angeles' Seismic Safety Plan.

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

GEOLOGIC HAZARDS (SEISMICITY)

The project and future occupants of the project will be subject to potential ground-shaking from earthquakes along active and potentially active faults in the Los Angeles area. The active fault nearest the site is the Inglewood branch of the Newport-Inglewood fault zone, which is located approximately 1.3 miles southwest of the site. The potentially active fault nearest the subject site is the Santa Monica fault of the Santa Monica-Hollywood fault zone, the precise location of which is uncertain because it is buried beneath a thick sequence of alluvial sediments. No significant impacts would result from implementation of the proposed project.

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY 1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY 4. ENFORCEMENT AGENCY
<p><u>GEOLOGIC HAZARDS (SEISMICITY)</u> (cont'd)</p>	<p>Grading activities would result in the production of approximately 0.46 tons of dust per day during the grading and construction period. These short-term impacts would be significant. In addition, approximately 25.9 pounds of CO, 6.5 pounds of HC, 71.7 pounds of NOx, 7.3 pounds of SO_x, and 5.4 pounds of particulates are estimated to be generated daily by construction equipment utilized for the project. These emissions would not be significant. Long-term vehicular emissions from project-generated traffic would incrementally contribute to regional emissions, thus decreasing regional air quality. Project-related vehicular emissions would exceed SCAQMD thresholds for CO, NO_x, and total organic gases. These increases would result in significant impact on local eight-hour CO concentrations.</p>	<p>Implementation of the proposed project would incrementally increase emissions when compared to future conditions without the proposed project. During peak hours, the increases in the one-hour concentrations would range up to 1.5 ppm and eight-hour concentrations would increase a maximum of 0.7 ppm. A net decrease in daily CO emissions is projected following full implementation of the proposed project in 2005, due to the anticipated improvement in vehicular emissions between 1990 and 2005. However, project implementation is anticipated to have a significant impact based on the SCAQMD's established informal criteria.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety
<p><u>AIR QUALITY (MOBILE)</u></p> <p>•Haul trucks shall be staged in non-residential areas and called to the site by a radio dispatcher.</p> <p>•Diesel-powered equipment shall be located as far as possible from sensitive receptors.</p> <p>•A temporary barrier of sufficient height to reduce windblown dust shall be erected on the perimeter of the construction site.</p> <p>•Ground wetting shall be required during grading and construction, pursuant to SCAQMD Rule 403. This measure can reduce windblown dust a maximum of 50 percent.</p> <p>•Contractors shall cover stockpiles of soil, sand, and similar materials to reduce wind pick-up.</p> <p>•Construction equipment shall be shut off to reduce idling for extended periods of time when not in use.</p> <p>•Low sulfur fuel shall be used to power construction equipment.</p>	<p>Implementation of the proposed project would incrementally increase emissions when compared to future conditions without the proposed project. During peak hours, the increases in the one-hour concentrations would range up to 1.5 ppm and eight-hour concentrations would increase a maximum of 0.7 ppm. A net decrease in daily CO emissions is projected following full implementation of the proposed project in 2005, due to the anticipated improvement in vehicular emissions between 1990 and 2005. However, project implementation is anticipated to have a significant impact based on the SCAQMD's established informal criteria.</p>	<ol style="list-style-type: none"> 1. Construction Contractors 2. Construction 3. South Coast Air Quality Management District 4. South Coast Air Quality Management District 	

1. RESPONSIBLE IMPLEMENTATION PARTY
 2. MONITORING PHASE
 3. MONITORING AGENCY
 4. ENFORCEMENT AGENCY

NET UNMITIGATED
 ADVERSE IMPACTS

RECOMMENDED
 MITIGATION MEASURES

ADVERSE IMPACT

AIR QUALITY (MOBILE) (cont'd)

• Construction activities shall be discontinued during second stage smog alerts.

• The proposed project shall implement a Transportation Demand Management program consistent with the provisions of SCAQMD Regulation XV.

AIR QUALITY (STATIONARY)

The proposed project would contribute to stationary emissions through the combustion of natural gas and the consumption of electricity. These emissions would be insignificant. Wastes incinerated on site would not exceed permitted quantities. Increases in air pollutants resulting from implementation of the proposed project would not be considered significant.

AIR TOXICS

Compliance with federal, state, and local regulations governing hazardous materials and toxic air contaminants is anticipated to reduce the risk associated with these substances to an acceptable level, although these impacts would remain significant.

1. Construction Contractors
2. Construction
3. South Coast Air Quality Management District
4. South Coast Air Quality Management District

1. Applicant
2. Post-occupancy
3. South Coast Air Quality Management District
4. South Coast Air Quality Management District

See recommended mitigation measures under Energy Conservation.

Increases in air pollutants resulting from implementation of the proposed project would not be considered significant.

• Measures cited in Section IV.P, Energy Conservation, which reduce energy consumption by the proposed project, should be implemented to reduce emissions resulting from the generation of electricity and the combustion of natural gas.

Compliance with federal, state, and local regulations governing hazardous materials and toxic air contaminants is anticipated to reduce the risk associated with these substances to an acceptable level, although these impacts would remain significant.

• The Medical Center should reduce, to the extent possible, its reliance on hazardous materials.

• The Medical Center should analyze the effect of stack design and exhaust velocity on the dispersion of air toxics.

• New exhaust systems should be designed to place vents at or above the roof level of nearby buildings.

1. Applicant
2. Post-occupancy
3. Department of Health Services
4. Department of Health Services

1. Applicant
2. Post-occupancy
3. Department of Health Services
4. Department of Health Services

1. Applicant
2. Pre-construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Public Works, Street Tree Division 4. Dept. of Public Works, Street Tree Division 	<p>Moderate increases in wind velocities and ground level turbulence could occur along the edges of the buildings on Site 1 on Sherbourne Drive and Third Street. In addition, some wind jetting may occur from the southwest in a northerly direction on Sherbourne Drive. These potential increases in wind speed would not produce significant levels of pedestrian discomfort.</p>	<ul style="list-style-type: none"> •The project should incorporate trees along adjoining streets and throughout the complex to reduce turbulence at ground level. •Architectural treatment of structures to minimize long, large, flat, vertical surfaces to reduce wind jetting should be incorporated. •Breezeways should be incorporated within the complex to reduce ground level wind jetting. 	<p>Moderate increases in wind velocities and ground level turbulence could occur along the edges of the buildings on Site 1 on Sherbourne Drive and Third Street. In addition, some wind jetting may occur from the southwest in a northerly direction on Sherbourne Drive. These potential increases in wind speed would not produce significant levels of pedestrian discomfort.</p>
<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	<p>The proposed project would remove or displace a maximum of 33 trees. Because none of the species are listed federally or statewide as threatened or endangered, no significant impacts are anticipated. With implementation of the mitigation measures, no significant impacts are anticipated.</p>	<ul style="list-style-type: none"> •Before the issuance of building permits, a landscape plan prepared by a licensed landscape architect shall be submitted to the Department of City Planning to provide for preservation of as many trees as possible, and to require replacement of all trees that must be removed, on a one-to-one basis. 	<p>The proposed project would remove or displace a maximum of 33 trees. Because none of the species are listed federally or statewide as threatened or endangered, no significant impacts are anticipated.</p>
<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of City Planning 4. Dept. of Building and Safety 	<p>The landscaped area along the property borders shall include street trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-box each.</p>	<ul style="list-style-type: none"> •The landscaped area along the property borders shall include street trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-box each. 	<p>The landscaped area along the property borders shall include street trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-box each.</p>

METEOROLOGY

PLANT LIFE

1. RESPONSIBLE IMPLEMENTATION PARTY

2. MONITORING PHASE

3. MONITORING AGENCY

4. ENFORCEMENT AGENCY

NET UNMITIGATED
ADVERSE IMPACTS

RECOMMENDED
MITIGATION MEASURES

ADVERSE IMPACT

NOISE (MOBILE)

Demolition and construction activities would result in a temporary adverse impact on nearby residences. Increases in traffic noise due to the proposed project would not be considered significant.

- Specify the use of quieted equipment in compliance with the applicable provisions of the City of Los Angeles Noise Ordinance No. 156,363.
- Route trucks hauling debris through non-residential areas by approval of the Department of Building and Safety.

•The use of quieted equipment would reduce noise levels by an additional 3 to 6 dBA.

•Limit demolition activities to between the hours of 7:00 AM and 6:00 PM, Monday through Saturday.

•Construct a temporary noise barrier wall along the property line, where feasible, as determined by the Department of Building and Safety.

•Specify that all sound-reducing devices and restrictions be properly maintained throughout the construction period.

•Where temporary noise barriers are infeasible, portable noise panels to contain noise from powered tools shall be used.

•Use rubber-tired equipment rather than track equipment.

•Limit the hours of construction to between 7:00 AM and 6:00 PM, Monday through Saturday.

With implementation of mitigation measures, demolition and construction activities are still anticipated to result in temporary significant increases in noise levels which would affect the apartment building located on the southwest corner of San Vicente Boulevard and Third Street. Long-term noise increases from stationary sources resulting from project implementation would be eliminated with full implementation of mitigation measures. Long-term noise increases resulting from project-related traffic would be insignificant.

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Police Department

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Police Department

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<u>NOISE (MOBILE)</u> (cont'd)	<ul style="list-style-type: none"> • Keep loading and staging areas on site within the perimeter protected by the recommended temporary noise barrier and away from the noise-sensitive sides of the site. • Use alternate pile placement methods other than impact pile driving. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Police Department
<u>NOISE (STATIONARY)</u>	<p>Stationary noise sources, such as mechanical equipment, would result in long-term noise impacts.</p> <ul style="list-style-type: none"> • Installation of sound attenuating devices on exhaust fans, enclosing mechanical equipment, and providing sound absorbing and shielding provisions into the design. 	<p>Long-term noise impacts from stationary sources would not be significant with full implementation of mitigation measures.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety
<u>LIGHT, ARTIFICIAL</u>	<p>Implementation of the proposed project would result in an increase in nighttime lighting that would be visible from nearby residences. Due to the location of these residences with respect to the project site, an adverse, but not significant impact, is anticipated.</p> <ul style="list-style-type: none"> • All lighting shall be designed and placed in accordance with applicable Bureau of Engineering and Department of Building and Safety requirements. • Provision shall be made to include exterior parking structure walls to shield direct glare from automobile headlights into residential areas. • All outdoor lighting, other than signs, should be limited to that required for safety, security, highlighting, and landscaping. • Low level security lighting should be used in outdoor areas. 	<p>With the implementation of mitigation measures, no significant impacts are anticipated.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY
<u>LIGHT, ARTIFICIAL (cont'd)</u>	<ul style="list-style-type: none"> • Security lighting, as well as both outdoor lighting and indoor parking structure lighting should be shielded such that the light source will not be visible from off-site locations. • Lighting should be directed on site and light sources shall be shielded so as to minimize visibility from surrounding properties. • Exterior windows should be tinted or contain an interior light-reflective film to reduce visible illumination levels from the building. 	<p>No significant impacts from project shadows would result from implementation of the proposed project.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety
<u>LIGHT, NATURAL - SHADE/SHADOW</u>	<p>Several off-site retail and office structures would be fully or partially shaded by the proposed project at various times of the year. The general effect of the project would be to expand and extend the areas that are currently shaded by existing development during most of the year. Additionally, the proposed project would result in some adverse impact on site. The project would shade the Medical Center campus during the morning hours of the fall and spring equinoxes and winter solstice. No significant impacts would result from implementation of the proposed project.</p>	<p>No significant impacts from project shadows would result from implementation of the proposed project.</p>	<ol style="list-style-type: none"> 1. N/A 2. N/A 3. N/A 4. N/A
<u>COMMUNITY PLAN AND ZONING</u>	<p>There would be no significant impacts on the Community Plan or Zoning if the project is developed in accordance with zoning and related regulations, as intended.</p>	<p>No negative impacts to zoning would result from the proposed project with compliance with all zoning related requirements. Therefore, no mitigation measures are necessary.</p> <p>No significant impact would result from implementation of the proposed project on the Community Plan or Zoning if the project is developed in accordance with zoning and related regulations, as intended.</p>	<ol style="list-style-type: none"> 1. N/A 2. N/A 3. N/A 4. N/A

1. RESPONSIBLE IMPLEMENTATION PARTY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY			

RISK OF UPSET

Because the site is in the zone of potential methane risk, potential hazards exist if improperly abandoned oil wells are encountered during development. However, the abandonment of these wells and the reconstruction of building to prevent the accumulation of any methane in accordance with current statutes would mitigate such potential impacts to a level of insignificance. Additionally, treatment of any contaminated groundwater in accordance with existing laws would mitigate potential impacts to a level of insignificance.

Methane:

- Plastic sheeting shall be placed between the foundation of a building and the earth to act as a gas barrier.
- Vent systems shall be installed in buildings greater than 50 feet wide.
- An adequate ventilation or gas detection system shall be installed in buildings with basements or first floors.

With implementation of code requirements for methane venting and monitoring and recommended mitigation measures, potential impacts from methane gas and the associated risks can be reduced to a level of insignificance. Implementation of code requirements for the treatment of contaminated groundwater would reduce potential impacts to a level of insignificance.

- Paved areas in excess of 5,000 square feet within 15 feet of the exterior wall of a building shall be properly vented.

- Independent consultation shall be provided by a qualified engineer to mitigate methane problems in buildings with over 50,000 square feet of lot areas or with more than one basement level.

Groundwater and Soil Contamination

- Any contaminated soil encountered during excavation shall be treated or removed from the property in a manner satisfactory to the Fire Department, the Department of Health Services, and all other agencies having jurisdiction, including the South Coast Air Quality Management District.

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Construction
3. Fire Department
4. Dept. of Building and Safety

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<u>RISK OF UPSET</u> (cont'd)	<ul style="list-style-type: none"> • Additional borings shall be drilled prior to issuance of foundation permit for the Organ Transplant Wing and parking structure to delineate the extent of soil contamination based on the findings of this drilling. The Department of Building and Safety shall determine the feasibility of on-site remediation. If found unfeasible, the soil contamination shall be excavated and transported to a proper disposal facility during construction of the proposed project. • With respect to abandoned oil wells, no grading activity will take place on Site 1 without monitoring by the Fire Department and/or the Department of Oil and Gas, or unless written waivers are issued by both agencies. • Groundwater samples from all wells should be analyzed to determine the presence of volatile priority pollutants. • It may be necessary to install more wells to determine the extent of groundwater contamination at the site and to determine whether it is the result of an off- or an on-site source. • Any undocumented and improperly abandoned wells encountered during construction shall be reabandoned according to requirements set forth in Title 14, Chapter 4, Subchapter 1, Article 3, Section 1723, of the California Administrative Code and to the satisfaction of Fire Department and the State Department of Oil and Gas. 		<ol style="list-style-type: none"> 1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY
			<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety
			<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Fire Department 4. Dept. of Oil and Gas
			<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. California Regional Water Quality Control Board 4. California Regional Water Quality Control Board
			<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. California Regional Water Quality Control Board 4. California Regional Water Quality Control Board
			<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Fire Department 4. Dept. of Building and Safety

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<u>RISK OF UPSET</u> (cont'd)	<p>•To mitigate impacts from hydrostatic pressure, the applicant shall follow recommendations made by a licensed soils engineer outlined in the geotechnical report prepared specifically for each subterranean structure of the proposed project.</p>		<ol style="list-style-type: none"> 1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY
<u>POPULATION</u>	<p>The area is considered to be job rich by both Los Angeles and SCAG standards. The proposed project would increase the ratio of jobs to housing from 1.32 to 1.33. Although no threshold exists, the minor increase in the ratio between jobs and housing appears to be insignificant.</p>	<p>The area is considered to be job rich by both Los Angeles and SCAG standards. The proposed project would increase the ratio of jobs to housing from 1.32 to 1.33, however, this increase would not be significant.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety
	<p>•The proposed project may be required to pay a housing mitigation fee in accordance with Ordinance Nos. 165,530 and 165,531, if these ordinances are found to be applicable to the proposed project. Alternately, the applicant may elect to construct or rehabilitate low and very low income dwelling units according to the criteria established by Ordinance No. 165,531.</p>		<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Building and Safety; Housing Preservation and Planning Dept. 4. Dept. of Building and Safety

1. RESPONSIBLE IMPLEMENTATION PARTY
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 4. ENFORCEMENT AGENCY

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RIGHT-OF-WAY AND ACCESS

Construction of the proposed Outpatient Diagnostic Treatment Center would require the purchase or condemnation of the existing animal hospital/office/warehouse, the elimination of the rail easement adjacent to these structures, and an air rights vacation over Sherbourne Drive. Although no adverse impact on utilities are anticipated, plans to determine the need for any utility relocations should be prepared.

Construction of the proposed Rehabilitation Center could potentially require the relocation of utility lines, which run along the street frontage of George Burns Road north of Alden Drive. If Sherbourne Drive, George Burns Road, and Alden Drive are vacated, easements must be granted for each of the existing utility lines located in these streets to avoid impacts. The applicant does not intend to close these streets, however, a potentially significant impact on emergency access would occur if they were closed.

Easements

• Coordinate relocation of underground utility lines in the event of encroachment upon same by construction related to proposed project.

Vehicular Access

• The parking area and driveway/access plans shall conform with the requirements of the Department of Transportation and/or the City Engineer.

• Access for the handicapped shall be located in accordance with the requirements of the Handicapped Access Division of the Department of Building and Safety.

• To mitigate potential significant impact on access, the Medical Center should covenant and agree that all current public and private streets shall remain open to free travel of emergency vehicles.

• Adequate access to site for police shall be provided. A diagram of the site shall be sent to the Police Department for their review, and their recommendations and requirements shall be incorporated into the final design.

With implementation of all code requirements and recommended mitigation measures, no significant impacts on pedestrian or vehicular access are anticipated.

1. Applicant
2. Pre-construction; Construction
3. Bureau of Engineering
4. Bureau of Engineering

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Transportation; Bureau of Engineering
4. Dept. of Transportation; Bureau of Engineering

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Police Department; Dept. of Building and Safety
4. Police Department; Dept. of Building and Safety

RESPONSIBLE IMPLEMENTATION PARTY MONITORING PHASE MONITORING AGENCY ENFORCEMENT AGENCY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Fire Department; Dept. of Building and Safety 4. Fire Department; Dept. of Building and Safety 		<ul style="list-style-type: none"> • Adequate access to site for fire protection service vehicles and personnel shall be provided. A diagram of the site shall be sent to the Fire Department for their review. Emergency access and exit plans shall comply with the recommendation and requirements of the Fire Department. • The applicant should provide pedestrian/vehicle junctures to the satisfaction of the Department of Transportation and the Bureau of Engineering at key intersections, driveway locations, entry points, and within parking areas of the Medical Center. 	<p><u>RIGHT-OF-WAY AND ACCESS</u> (cont'd)</p>
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Transportation; Dept. of Building and Safety 4. Dept. of Building and Safety 		<p><i>Public Transit</i></p> <ul style="list-style-type: none"> • Coordinate temporary location for bus stops on Third Street and Alden Drive with SCRTD during project construction. 	<p><u>TRAFFIC</u></p>
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Transportation; Dept. of Building and Safety 4. Dept. of Building and Safety 			<p>The proposed project will generate 28,120 daily trips, 661 in the AM peak hour and 2,048 in the PM peak hour. Ten of the 18 studied intersections would be significantly impacted during the AM peak hour while 16 of the 18 intersections would be significantly impacted during the PM peak hour.</p>
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Transportation; Bureau of Engineering 4. Dept. of Transportation; Bureau of Engineering 	<p>With effective implementation of the mitigation measures, project-related traffic impacts during the AM peak hour at all study intersections would be fully mitigated. During the PM peak hour, project-related traffic would have a significant impact on the intersection of Sherbourne Drive and Third Street. The implementation of proposed mitigations at the intersections of Melrose Ave. at San Vicente Blvd., Beverly Blvd. at Robertson Blvd., and San Vicente Blvd at Beverly Blvd. requires concurrent approval from the City of West Hollywood. If approval is not obtained from the City of West Hollywood, the impacts identified on Tables 20 and 21 of this EIR without mitigation would occur.</p>		

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY MONITORING PHASE MONITORING AGENCY ENFORCEMENT AGENCY
ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY MONITORING PHASE MONITORING AGENCY ENFORCEMENT AGENCY
TRAFFIC (cont'd)	<p>•The applicant should design and install street improvements for the following intersections as outlined in Section IV.N.1, Traffic, of this Draft EIR: San Vicente Blvd. and Melrose Ave.; San Vicente Blvd. between Beverly Blvd. and Burton Way; Beverly Blvd. between San Vicente Blvd. and La Cienega Blvd.; Robertson Blvd. between Beverly Blvd. and Burton Way; Third St. between Sherbourne Dr. and La Cienega Blvd.; San Vicente Blvd. and Wilshire Blvd.; and La Cienega Blvd. and San Vicente Blvd.</p> <p>•The applicant shall contribute to the design and installation of an Automated Traffic Surveillance and Control (ATSAC) system at the intersections of: Robertson Blvd. and Wilshire Blvd.; La Cienega Blvd. and Wilshire Blvd.; and Orlando Ave. and Third St.</p> <p>•Implementation of a TDM program that would reduce potential traffic generation by approximately 25 percent. These additional TDM features would include parking fee refund for rideshare vehicles, subsidized transit bus passes, Guaranteed Ride Home (GRH) program for ridesharers, promoting alternative work hours, personal commuter assistance provided by the Transportation Coordinator, rideshare club for rewards and recognition, commuter sign-up board to display information, computerized ride matching, vanpool program, and bicycle commuter incentives.</p>		<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Transportation; Bureau of Engineering 4. Dept. of Transportation; Bureau of Engineering <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Transportation; Dept. of Building and Safety 4. Dept. of Transportation; Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Transportation; Dept. of City Planning 4. Dept. of Transportation

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<p>PARKING</p> <p>Development of the proposed project is anticipated to result in the loss of approximately 26 on-street parking spaces along San Vicente Blvd. between Beverly Blvd. and Burton Way. If unmanaged, parking demand for the entire Medical Center, including facilities proposed as part of the Master Plan, would be 7,284 spaces, which would exceed the 7,053 spaces provided under the proposed Master Plan by 231 spaces and create a significant impact.</p>	<p>•The design of the on-site parking shall integrate safety features, such as signs, lights, and striping, pursuant to Section 12.21.A.5 of the Municipal Code.</p> <p>•Implementation of a TDM program that would reduce peak hour vehicle trips by approximately 20 percent. These additional TDM features would include transportation allowance, provision of preferential parking for car/vanpools, additional financial incentives, purchase of bicycles and related equipment for employees, increased employees on the Compressed Work Week schedule, increased transportation program staffing, expanded employee benefits, and visitor transit incentives.</p> <p>•Off-street parking should be provided for all construction-related employees generated by the proposed project. No employees or sub-contractors should be allowed to park on the surrounding residential streets for the duration of all construction activities.</p>	<p>Implementation of the recommended mitigation measures would eliminate potential short-term adverse impacts during project construction activities. Development of the proposed project is anticipated to result in the loss of approximately 26 on-street parking spaces along San Vicente Blvd. between Beverly Blvd. and Burton Way. Additionally, a total of 29 - 38 on-street parking spaces would be lost due to implementation of traffic mitigation measures. Six of these spaces would be lost only on Mondays through Fridays, from 7:00 AM to 7:00 PM, due to parking restrictions. The loss of these spaces would be significant. With implementation of the TDM program, parking demand for the entire medical center, including facilities proposed as part of the Master Plan, would be 6,697 spaces. As a result, no significant impacts are anticipated due to the provision of 7,053 spaces by the Master Plan, an excess of 356 spaces relative to the demand generated by the project.</p>	<ol style="list-style-type: none"> 1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Transportation; Dept. of City Planning 4. Dept. of Transportation <ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety; Bureau of Engineering; Dept. of City Planning; Fire Department 4. Dept. of Building and Safety; Bureau of Engineering; Dept. of City Planning
<p>FIRE PROTECTION</p> <p>Based on Los Angeles Fire Department hydrant fire flow requirements and first engine company response distance, the proposed project would be considered to be inadequately protected. As a result, the proposed project would have a significant impact on fire protection services and emergency medical services.</p>	<p>•The proposed project shall comply with all applicable State and local codes and ordinances and the guidelines found in the Fire Protection and Fire Prevention Plan and the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (CPC 19708).</p>	<p>With implementation of mitigation measures, significant impacts would be reduced, but not eliminated.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety; Bureau of Engineering; Dept. of City Planning; Fire Department 4. Dept. of Building and Safety; Bureau of Engineering; Dept. of City Planning

1. RESPONSIBLE IMPLEMENTATION PARTY
 2. MONITORING PHASE
 3. MONITORING AGENCY
 4. ENFORCEMENT AGENCY

NET UNMITIGATED
 ADVERSE IMPACTS

RECOMMENDED
 MITIGATION MEASURES

ADVERSE IMPACT

FIRE PROTECTION (cont'd)

• Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

• All first story portions of any building must be within 300 feet of an approved fire hydrant.

• Fire lanes in commercial or industrial areas shall be no more than 300 feet from a fire hydrant.

• Adequate public and private fire hydrants shall be required.

• Any person owning or having control of any facility, structure, group of structures, or premises shall provide and maintain Fire Department access.

• If any portion of the first story exterior walls of any building or structure is more than 150 feet from the edge of the roadway of an improved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane.

• At least two different ingress/ egress roads for each area able to accommodate major fire apparatus and provide for an evacuation during emergency situations shall be required.

• Construction of public or private roadways in the proposed development shall not exceed a 15 percent grade.

1. Applicant
2. Pre-construction
3. Fire Department; Dept. of Building and Safety
4. Fire Department; Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Fire Department; Dept. of Public Works
4. Fire Department; Dept. of Public Works

1. Applicant
2. Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant; Bureau of Engineering
2. Pre-construction; Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY 1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
FIRE PROTECTION (cont'd)	<ul style="list-style-type: none"> • Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549. • Access for Fire Department apparatus and personnel to and into all structures shall be required. • No fire lane shall be less than 20 feet in width. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. • Sprinkler systems shall be required throughout any structure in accordance with the Los Angeles Municipal Code, Section 57.09.07. • To mitigate potential significant impact on access, the Medical Center should covenant and agree that all current public and private streets shall remain open to free travel of emergency vehicles. • The water delivery system shall be improved to the satisfaction of the Fire Department prior to occupancy of any new development. 		<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety; Fire Department 4. Dept. of Building and Safety
POLICE PROTECTION	<p>Development of the proposed project would have a significant impact on police protection services in the Wilshire Area.</p> <ul style="list-style-type: none"> • Elevators, lobbies, and parking areas should be well illuminated and designed with minimum dead space to eliminate areas of concealment. • Tenant parking areas should be controlled by an electronic card-key gate in conjunction with a closed circuit television system. 	<p>With implementation of mitigation measures, significant impacts would be reduced, but not eliminated.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety; Police Department 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Police Department; Dept. of Building and Safety 4. Dept. of Building and Safety

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY
<u>POLICE PROTECTION (cont'd)</u>	<ul style="list-style-type: none"> • Private security guards are recommended to monitor and patrol the development. • Upon project completion, the applicant should provide the Wilshire Area commanding officer with a diagram of the project. The diagram should include access routes, unit numbers, and any information that might facilitate police response. • To mitigate potential significant impact on access, the Medical Center should covenant and agree that all current public and private streets shall remain open to free travel of emergency vehicles. 	<ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Police Department 4. Police Department 	<ol style="list-style-type: none"> 1. RESPONSIBLE IMPLEMENTATION PARTY 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY
<u>ENERGY CONSERVATION</u>	<p>Development of the proposed project would increase the consumption of local and regional energy sources. Project implementation would result in a net increase of on-site energy consumption by approximately 17.43 million kWh of electricity, 95.85 million cubic feet of natural gas, and 6.84 million gallons of vehicular fuel annually. These increases in energy consumption would not be significant.</p>	<p>Project construction and operation will increase the use of local and regional energy resources, however, these increases would not be significant.</p>	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety
	<ul style="list-style-type: none"> • Consultation with the Los Angeles Department of Water and Power and the Southern California Gas Company to determine feasible energy conservation features that could be incorporated into the design of the proposed project. • Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. These standards relate to insulation requirements and the use of caulking, double-glazed windows, and weather stripping. • Thermal insulation which meets or exceeds standards established by the State of California and the Department of Building and Safety should be installed in walls and ceilings. 	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	<ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Police Department 4. Police Department

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY 1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
<u>ENERGY CONSERVATION (cont'd)</u>	<ul style="list-style-type: none"> •Tinted or solar reflective glass should be used on appropriate exposures. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety
<ul style="list-style-type: none"> •Heat-reflecting glass on the exterior-facing, most solar-exposed sides of the building, should be used to reduce cooling loads. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •Interior and exterior fluorescent lighting should be used in place of less efficient incandescent lighting. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •A variable air volume system which reduces energy consumption for air cooling and heating for water heating should be used where permitted. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •Air conditioning which will have a 100 percent outdoor air economizer cycle to obtain free cooling during dry outdoor climatic periods should be used. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •Lighting switches should be equipped with multi-switch provisions for control by occupants and building personnel to permit optimum energy use. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •Public area lighting, both interior and exterior, should be used, time controlled, and limited to that necessary for safety. 		<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	
<ul style="list-style-type: none"> •Department of Water and Power recommendations on the energy efficiency ratios of all air conditioning equipment installed should be followed. 		<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	

RESPONSIBLE IMPLEMENTATION PARTY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
<ol style="list-style-type: none"> 1. APPLICANT 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY 	<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety <p>Given current drought conditions, any increase in water consumption could be considered incrementally adverse. The Medical Center would use approximately 814,104 gallons of water per day, resulting in a net increase in previous on-site water consumption of 220,644 gallons per day. Under current drought conditions, this increase would be considered significant.</p>	<p>•A carefully established and closely monitored construction schedule should be used to coordinate construction equipment movements, thus minimizing the total number of pieces of equipment and their daily movements. This would reduce fuel consumption to a minimum.</p> <p>•To the maximum extent feasible, reclaimed water shall be used during the grading and construction phases of the project for dust control, soil compaction, and concrete mixing.</p> <p>•The project should incorporate water saving design techniques in order to minimize water requirements. The installation of water conserving plumbing fixtures and City approval of a landscape design plan would be required if the City's water conservation program is still in effect at the time of building permit issuance. If the programs no longer in effect, the applicant should still consider the incorporation of these measures into the proposed project, where feasible.</p> <p>•Water in fountains, ponds, and other landscape features within the proposed project must be treated and filtered to meet City and State health standards. Also, recirculating systems should be used to prevent waste.</p> <p>•A recirculating hot water system should be used, where feasible.</p>	<p>Given current drought conditions, any increase in water consumption could be considered incrementally adverse. The Medical Center would use approximately 814,104 gallons of water per day, resulting in a net increase in previous on-site water consumption of 220,644 gallons per day. Under current drought conditions, this increase would be considered significant.</p>
<ol style="list-style-type: none"> 1. APPLICANT 2. CONSTRUCTION; POST-OCCUPANCY 3. DEPT. OF BUILDING AND SAFETY 4. DEPT. OF BUILDING AND SAFETY 	<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	<p>•Water in fountains, ponds, and other landscape features within the proposed project must be treated and filtered to meet City and State health standards. Also, recirculating systems should be used to prevent waste.</p> <p>•A recirculating hot water system should be used, where feasible.</p>	<p>Given current drought conditions, any increase in water consumption could be considered incrementally adverse. The Medical Center would use approximately 814,104 gallons of water per day, resulting in a net increase in previous on-site water consumption of 220,644 gallons per day. Under current drought conditions, this increase would be considered significant.</p>

ENERGY CONSERVATION (cont'd)

WATER

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY 1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
<u>WATER (cont'd)</u>	<ul style="list-style-type: none"> • Automatic irrigation systems should be set to insure irrigation during early morning or evening hours to minimize water loss through evaporation. • Drip irrigation systems should be used for any proposed irrigation system. • Reclaimed water should be investigated as a source of irrigation for large landscaped areas. • Selection of drought-tolerant, low-water-consuming plant varieties should be used to reduce irrigation water consumption. • Low-flow and water conserving toilets, faucets, and shower heads must be installed in new construction and when remodeling. • Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers. • Promptly detect and repair leaks. 		<ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. N/A 2. N/A 3. N/A 4. N/A <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety <ol style="list-style-type: none"> 1. Applicant 2. Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety

1. RESPONSIBLE IMPLEMENTATION PARTY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY			
1. Applicant 2. Construction; Post-occupancy 3. Dept. of Building and Safety 4. Dept. of Building and Safety	<p>Under current system constraints, any increase in sewage flow can be considered incrementally adverse and until planned expansions are operational, the increase in sewage resulting from project implementation would be considered significant. The proposed project would result in a net increase in sewage generation of approximately 200,495 gallons per day. This increase represents 0.05 percent of current sewage flows and capacity. Under current system constraints, this increase would be considered significant.</p>	<p>The applicant must comply with the provisions of ordinances regarding sewer capacity allotment in the City of Los Angeles. In addition, the applicant must comply with Ordinance No. 166,080 which restricts water consumption and which will concurrently reduce sewage flows.</p> <p>Measures cited in Section IV.Q.4, Water, which restricts water consumption should be implemented to reduce sewage flows.</p>	<p>The proposed project would result in a net increase in sewage generation of approximately 200,495 gallons per day. This increase represents 0.05 percent of current sewage flows and 0.50 percent of the remaining system capacity. Under current system constraints, any increase in sewage flow can be considered incrementally adverse and until planned expansions are operational, the increase in sewage resulting from project implementation would be considered significant.</p>
<p><i>See recommended mitigation measures for Water.</i></p>			
1. Applicant 2. Construction 3. Dept. of Building and Safety; Bureau of Engineering 4. Dept. of Building and Safety; Bureau of Engineering	<p>No significant impacts are anticipated with implementation of mitigation measures.</p>	<p>The proposed project shall conform to the recommendations made by the Department of Building and Safety and the City Engineer concerning storm water drainage.</p>	<p>Existing facilities would adequately serve the proposed project, therefore, no significant impacts are anticipated.</p>
1. Applicant 2. Construction 3. Dept. of Building and Safety; Bureau of Engineering 4. Dept. of Building and Safety; Bureau of Engineering		<p>A drainage plan shall be submitted to the satisfaction of the City Engineer during the plan check process.</p>	
1. Applicant 2. Construction 3. Dept. of Building and Safety; Bureau of Engineering 4. Dept. of Building and Safety; Bureau of Engineering	<p>All development shall be flood-proofed to elevations prescribed by FEMA National Flood Insurance Program regulations. All new construction shall have the lowest floor (including basement) elevated above the highest grade at least as high as the depth number specified in feet on the Flood Insurance Rate Map (at least two feet if no number is specified).</p>	<p>All development shall be flood-proofed to elevations prescribed by FEMA National Flood Insurance Program regulations. All new construction shall have the lowest floor (including basement) elevated above the highest grade at least as high as the depth number specified in feet on the Flood Insurance Rate Map (at least two feet if no number is specified).</p>	<p>Any portion of the proposed project built within the 100-year flood hazard designation shall comply with all requirements of the FEMA flood insurance program pertaining to this zone.</p>
1. Applicant 2. Post-occupancy 3. Dept. of Building and Safety; Bureau of Engineering 4. Dept. of Building and Safety; Bureau of Engineering			

SANITARY SEWERS

STORM WATER DRAINAGE

1. RESPONSIBLE IMPLEMENTATION PARTY
 2. MONITORING PHASE
 3. MONITORING AGENCY
 4. ENFORCEMENT AGENCY

NET UNMITIGATED
 ADVERSE IMPACTS

RECOMMENDED
 MITIGATION MEASURES

ADVERSE IMPACT

STORM WATER DRAINAGE (cont'd)

• Nonessential or improper installation of public utilities and public facilities in flood-prone areas should be prohibited.

1. Applicant
2. Pre-construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

NON-HAZARDOUS WASTE

Due to the diminishing capacity of the County to dispose of its wastes, any increase in disposal quantities would have an adverse effect on the remaining regional landfill capacity. Implementation of the proposed project would result in a net increase of 5,246 pounds of medical waste per day before incineration, or a net increase of 1,705 pounds of solid waste per day after incineration. Under current remaining capacity constraints, this increase would be considered significant.

Project implementation would result in an adverse impact, as it would incrementally contribute to the exhaustion of one of several local landfills. Implementation of recommended mitigation measures would reduce, but not eliminate, significant impacts.

- Commercial-size trash compactors shall be installed.
- White paper, glass, and metal recycling programs shall be implemented.

1. Applicant
2. Construction
3. Dept. of Building and Safety
4. Dept. of Building and Safety

1. Applicant
2. Post-occupancy
3. Dept. of Building and Safety
4. Dept. of Building and Safety

HAZARDOUS WASTE

Implementation of the Master Plan would result in an increase in the quantity of hazardous materials transported to the Medical Center, an increase in the use of hazardous materials, and an increase in the generation of hazardous wastes. These increases would be considered significant.

- To the extent feasible, the Medical Center should reduce its reliance on hazardous materials.
- Inform employees of hazardous materials minimization strategies applicable to research, patient care, and instructional activities and require the implementation of these strategies.
- Before each new building proposed under the Master Plan is operational, the Disaster Response Plan and Business Plan documents should be updated as necessary to address any toxic contamination issues that may result from operation of the new buildings.

Implementation of the Master Plan will result in an increase in the quantity of hazardous materials transported to the Medical Center, an increase in the use of hazardous materials, and an increase in the generation of hazardous wastes. Implementation of the proposed project will not prevent Cedars from continuing to comply with applicable federal, state, and local laws. Compliance with these regulations and procedures is anticipated to reduce the risk associated with these substances to an acceptable level. Increases in the use or storage of hazardous materials would result in a significant impact, as suggested by Appendix G of the CEQA Guidelines.

1. Applicant
 2. Post-occupancy
 3. Department of Health Services
 4. Department of Health Services
1. Applicant
 2. Post-occupancy
 3. Department of Health Services
 4. Department of Health Services

1. Applicant
2. Construction
3. Fire Department
4. Fire Department

1. RESPONSIBLE IMPLEMENTATION PARTY	NET UNMITIGATED ADVERSE IMPACTS	RECOMMENDED MITIGATION MEASURES	ADVERSE IMPACT
<ol style="list-style-type: none"> 2. MONITORING PHASE 3. MONITORING AGENCY 4. ENFORCEMENT AGENCY 	<p>No significant adverse impacts on views would be anticipated.</p>	<ul style="list-style-type: none"> • All open areas not used for the building, driveways, walls, or similar features shall be attractively landscaped in accordance with a landscape plan prepared by a licensed landscape architect and approved by the appropriate agencies. All landscaped areas shall be maintained in a first class condition at all times. • The landscaped area along the property borders shall include trees spaced a minimum of 15 feet apart, measured from the center of each tree. Trees should be no less than 24-inch-box each. • Rooftop structures should be screened from view and utilities should be installed underground, where feasible. • The project should avoid the inclusion of large, blank walls. • Connection between the parking structures and the medical facilities should be physically integrated to provide a non-hazardous and aesthetically pleasing pedestrian entry into the main building. 	<p>Development of the project would have an adverse impact by increasing the visibility of the site relative to the surrounding area. No significant adverse impacts on views would be anticipated because the project would be located in an already highly developed area with existing tall mid-rise buildings. Also, existing low and mid-rise buildings and landscaping in the neighboring areas of the site would obscure residences' views of the medical center.</p>
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety Dept. of City Planning 4. Dept. of Building and Safety 	<ol style="list-style-type: none"> 1. Applicant 2. Construction 3. Dept. of Public Works 4. Dept. of Public Works 		
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 	<p>The project should avoid the inclusion of large, blank walls.</p>		
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 			
<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction; Construction 3. Dept. of Building and Safety 4. Dept. of Building and Safety 			

AESTHETICS/VIEW

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	RESPONSIBLE IMPLEMENTATION PARTY MONITORING PHASE MONITORING AGENCY ENFORCEMENT AGENCY
<u>AESTHETICS/VIEW</u> (cont'd)	<p>•After obtaining project permit approval, the applicant shall submit final site plans and elevations to the Department of City Planning prior to the issuance of a Building Permit. The Department of City Planning shall compare the final plans with those approved by the City Planning Commission. If the Department of City Planning determines that the final site plans or elevations contain substantial changes, the applicant shall submit the final plans to the Planning Commission for review and approval.</p>		<ol style="list-style-type: none"> 1. Applicant 2. Pre-construction 3. Dept. of City Planning 4. Dept. of City Planning
<u>ARCHAEOLOGICAL</u>	<p>No significant impacts on archaeological resources are anticipated with implementation of the proposed development.</p> <p>Because no adverse impacts are anticipated, no mitigation measures are required.</p>	<p>No significant impacts are anticipated.</p>	<ol style="list-style-type: none"> 1. N/A 2. N/A 3. N/A 4. N/A

